

# Natural Gas as a Transportation Fuel

## Environmental and Economic Benefits

### Natural Gas Economy

Shreveport Fire Department |

Shreveport, Louisiana | May 14, 2010



## Future Oriented Information

In the interest of providing Encana Corporation ("Encana" or the "Company") shareholders and potential investors with information regarding the Company, its subsidiaries, including management's assessment of the Company's future plans and operations, certain statements and graphs throughout these presentations contain "forward-looking statements" within the meaning of the United States Private Securities Litigation Reform Act of 1995 or "forward-looking information" within the meaning of applicable Canadian securities legislation. Forward-looking statements in these presentations include, but are not limited to, statements and tables with respect to: total and per resource play's estimates of reserves and economic contingent resources and the future economic opportunities that they may provide to Encana; potential of North American natural gas plays; North American natural gas reserves and resource estimates; annual additional deliverability potential of various plays; projected production from various sources of natural gas for 2010 to 2020; and supply potential for 2010 to 2020 in U.S. and Canada.

Readers are cautioned not to place undue reliance on forward-looking statements, as there can be no assurance that the plans, intentions or expectations upon which they are based will occur. By their nature, forward-looking statements involve numerous assumptions, known and unknown risks and uncertainties, both general and specific, that contribute to the possibility that the predictions, forecasts, projections and other forward-looking statements will not occur, which may cause the Company's actual performance and financial results in future periods to differ materially from any estimates or projections of future performance or results expressed or implied by such forward-looking statements. These assumptions, risks and uncertainties include, among other things: volatility of and assumptions regarding commodity prices; assumptions based upon the Company's current guidance; fluctuations in currency and interest rates; product supply and demand; market competition; risks inherent in the Company's marketing operations, including credit risks; imprecision of reserves estimates and estimates of recoverable quantities of natural gas and liquids from resource plays and other sources not currently classified as proved, probable or possible reserves or economic contingent resources; marketing margins; unexpected cost increases or technical difficulties in constructing or modifying processing facilities; risks associated with technology; land expiration risks; the Company's ability to replace and expand gas reserves; its ability to generate sufficient cash flow from operations to meet its current and future obligations; its ability to access external sources of debt and equity capital; the timing and the costs of well and pipeline construction; the Company's ability to secure adequate product transportation; changes in royalty, tax, environmental, greenhouse gas, carbon, accounting and other laws or regulations or the interpretations of such laws or regulations; political and economic conditions in the countries in which the Company operates; terrorist threats; risks associated with existing and potential future lawsuits and regulatory actions made against the Company; and other risks and uncertainties described from time to time in the reports and filings made with securities regulatory authorities by Encana. Although Encana believes that the expectations represented by such forward-looking statements are reasonable, there can be no assurance that such expectations will prove to be correct. Readers are cautioned that the foregoing list of important factors is not exhaustive. Forward-looking statements with respect to anticipated production, reserves and Company size growth, including over the next five years, is based upon numerous facts and assumptions which are discussed in further detail in these presentations, including Encana's current net drilling location inventory, natural gas price expectations over the next few years, production expectations made in light of advancements in horizontal drilling, multi-stage fracture stimulation and multi-well pad drilling, the current and expected productive characteristics of various existing and emerging resource plays, Encana's estimates of proved, probable and possible reserves and economic contingent resources, expectations for rates of return which may be available at various prices for natural gas and current and expected cost trends. In addition, assumptions relating to such forward-looking statements generally include Encana's current expectations and projections made in light of, and generally consistent with, its historical experience and its perception of historical trends, including the conversion of resources into proved reserves and production as well as expectations regarding rates of advancement and innovation, are generally consistent with and informed by its past experience, all of which are subject to the risk factors identified elsewhere in these presentations.

Furthermore, the forward-looking statements contained in these presentations are made as of the date of these presentations, and, except as required by law, Encana does not undertake any obligation to update publicly or to revise any of the included forward-looking statements, whether as a result of new information, future events or otherwise. The forward-looking statements contained in these presentations are expressly qualified by this cautionary statement.

## Advisory Regarding Reserves Data & Other Oil & Gas Information Disclosure Protocols

Encana's disclosure of reserves data and other oil and gas information is made in reliance on an exemption granted to Encana by Canadian securities regulatory authorities which permits it to provide certain of such disclosure in accordance with the relevant legal requirements of the U.S. Securities and Exchange Commission (the "SEC"). Some of the information provided by Encana may differ from the corresponding information prepared in accordance with Canadian disclosure standards under National Instrument 51-101 (NI 51-101). Information about the differences between the U.S. requirements and the NI 51-101 requirements is set forth under the heading "Note Regarding Reserves Data and Other Oil and Gas Information" in Encana's Annual Information Form dated February 18, 2010.

The reserves numbers contained in these presentations represent estimates of Encana's reserves prepared using SEC definitions and standards, applying forecast prices. Encana has used Henry Hub forecast prices of \$5.50 per MMBtu for 2010 and \$6.50 per MMBtu for 2011 and beyond.

The estimates of economic contingent resources contained in these presentations are based on definitions contained in the Canadian Oil and Gas Evaluation Handbook. Contingent resources do not constitute, and should not be confused with, reserves. Contingent resources are defined as those quantities of petroleum estimated, on a given date, to be potentially recoverable from known accumulations using established technology or technology under development, but which are not currently considered to be commercially recoverable due to one or more contingencies. Economic contingent resources are those contingent resources that are currently economically recoverable. In examining economic viability, the same fiscal conditions have been applied as in the estimation of reserves. There is a range of uncertainty of estimated recoverable volumes. A low estimate is considered to be a conservative estimate of the quantity that will actually be recovered. It is likely that the actual remaining quantities recovered will exceed the low estimate, which under probabilistic methodology reflects a 90% confidence level. A best estimate is considered to be a realistic estimate of the quantity that will actually be recovered. It is equally likely that the actual remaining quantities recovered will be greater or less than the best estimate, which under probabilistic methodology reflects a 50% confidence level. A high estimate is considered to be an optimistic estimate. It is unlikely that the actual remaining quantities recovered will exceed the high estimate, which under probabilistic methodology reflects a 10% confidence level.

There is no certainty that it will be economically viable or technically feasible to produce any portion of the volumes currently classified as economic contingent resources. The primary contingencies which currently prevent the classification of Encana's disclosed economic contingent resources as reserves are the lack of a reasonable expectation that all internal and external approvals will be forthcoming and the lack of a documented intent to develop the resources within a reasonable time frame.

The estimates of various classes of reserves (proved, probable, possible) and of contingent resources (low, best, high) in these presentations represent arithmetic sums of multiple estimates of such classes for different properties, which statistical principles indicate may be misleading as to volumes that may actually be recovered. Readers should give attention to the estimates of individual classes of reserves and contingent resources and appreciate the differing probabilities of recovery associated with each class.

In these presentations, certain crude oil and NGLs volumes have been converted to cubic feet equivalent (cfe) on the basis of one barrel (bbl) to six thousand cubic feet (Mcf). Cfe may be misleading, particularly if used in isolation. A conversion ratio of one bbl to six Mcf is based on an energy equivalency conversion method primarily applicable at the burner tip and does not represent value equivalency at the well head.

Encana uses the terms resource play and estimated ultimate recovery, total petroleum initially-in-place, original gas-in-place, natural gas-in-place, and crude oil-in-place. Resource play is a term used by Encana to describe an accumulation of hydrocarbons known to exist over a large areal expanse and/or thick vertical section, which when compared to a conventional play, typically has a lower geological and/or commercial development risk and lower average decline rate. Total petroleum initially-in-place ("PIIP") is defined by the Society of Petroleum Engineers - Petroleum Resources Management System ("SPE-PRMS") as that quantity of petroleum that is estimated to exist originally in naturally occurring accumulations. It includes that quantity of petroleum that is estimated, as of a given date, to be contained in known accumulations prior to production plus those estimated quantities in accumulations yet to be discovered (equivalent to "total resources"). Original gas-in-place ("OGIP"), natural gas-in-place ("NGIP") and crude oil-in-place ("COIP") are defined in the same manner, with the substitution of "original", "natural gas" and "crude oil" where appropriate for the word "petroleum". As used by Encana, estimated ultimate recovery ("EUR") has the meaning set out jointly by the Society of Petroleum Engineers and World Petroleum Congress in the year 2000, being those quantities of petroleum which are estimated, on a given date, to be potentially recoverable from an accumulation, plus those quantities already produced therefrom.

In these presentations, Encana has provided information with respect to certain of its Key Resource Plays and emerging opportunities which is "analogous information" as defined in NI 51-101. This analogous information includes estimates of PIIP, OGIP, NGIP or COIP and/or EUR, all as defined in the Canadian Oil & Gas Evaluation Handbook ("COGEH") or by the SPE-PRMS, and/or production type curves. This analogous information is presented on a basin, sub-basin or area basis utilizing data derived from Encana's internal sources, as well as from a variety of publicly available information sources which are predominantly independent in nature. Some of this data may not have been prepared by qualified reserves evaluators or auditors and the preparation of any estimates may not be in strict accordance with COGEH. Regardless, estimates by engineering and geo-technical practitioners may vary and the differences may be significant. Encana believes that the provision of this analogous information is relevant to Encana's oil and gas activities, given its acreage position and operations (either ongoing or planned) in the areas in question.

Finding, development and acquisition cost is calculated by dividing total capital invested in finding, development and acquisition activities by additions to proved reserves, before divestitures, which is the sum of revisions, extensions, discoveries and acquisitions. Proved reserves added in 2009 included both developed and undeveloped quantities. Encana's finding and development costs per Mcfe for (i) its most recent financial year (ended December 31, 2009) was \$1.62; (ii) its second most recent financial year (ended December 31, 2008) was \$2.50; and (iii) the average of its three most recent financial years was \$1.92.

For certain prospects, the Company calculates and discloses a full cycle F & D cost, which is defined to be the estimated total capital investment required over the full economic life of the prospect divided by the estimated ultimate recovery (EUR) of the prospect.

For convenience, references in these presentations to "Encana", the "Company", "we", "us" and "our" may, where applicable, refer only to or include any relevant direct and indirect subsidiary corporations and partnerships ("Subsidiaries") of Encana Corporation, and the assets, activities and initiatives of such Subsidiaries.

All information included in these presentations is shown on a US dollar, after royalties basis unless otherwise noted. Sales forecasts reflect the mid-point of current public guidance on an after royalties basis.



# Who is Encana?

- A leading North American Energy company with headquarters in Denver, Colorado and Calgary, Alberta, Canada
- Third largest producer of North American natural gas
- 100% production and reserves located in North America
- A leader in increasing the use of Natural Gas in North America through initiatives in Electrical Generation and Transportation



# America's Natural Gas Alliance Members

## Highlighting the Benefits of Natural Gas

America's Natural Gas Alliance exists to pursue a single mission: to increase appreciation for the environmental, economic and national security benefits of clean, abundant, dependable and cost efficient American natural gas.



BG GROUP



Bill Barrett Corporation



Cabot Oil & Gas Corporation



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# Natural Gas Economy Mission

**Our mission is to establish natural gas as the foundation of North America's energy portfolio**

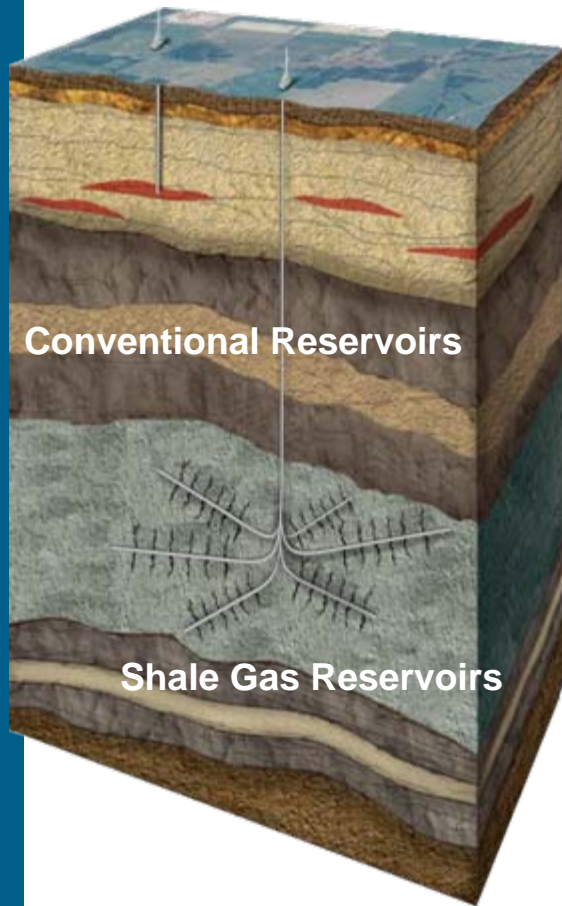
- Abundant
- Affordable
- Clean
- Reliable
- Domestic Solution





# North American Technology Renaissance

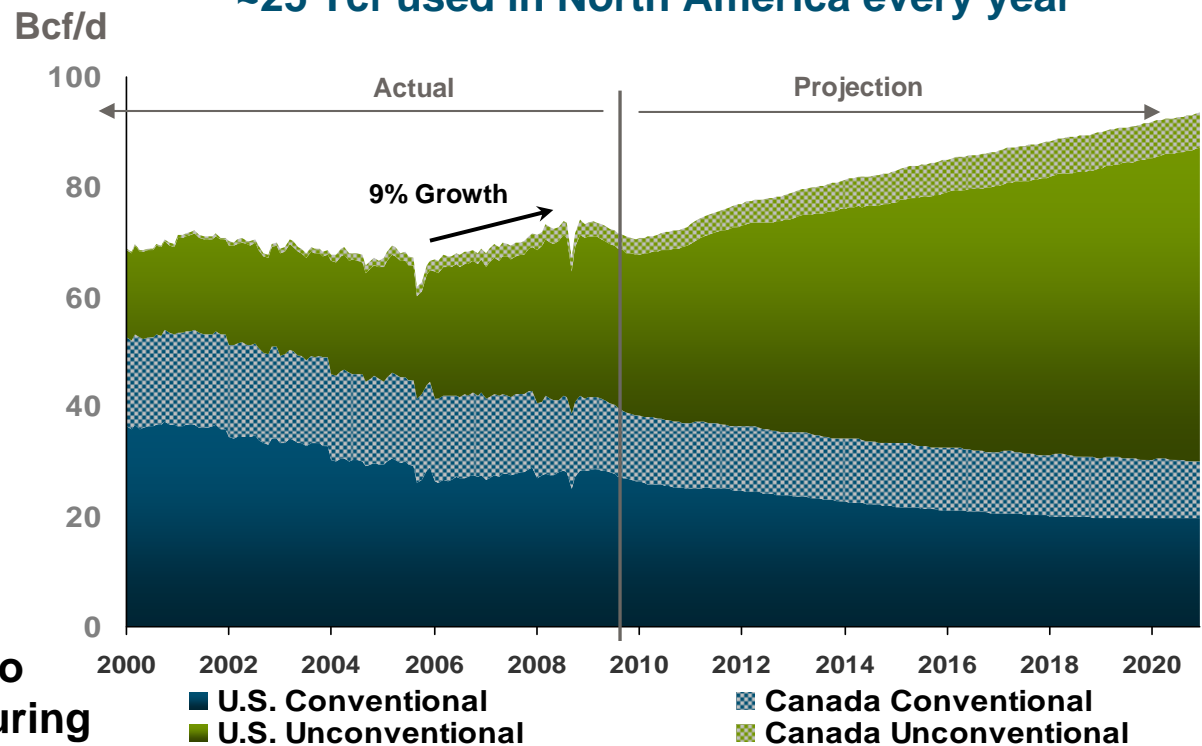
## Rapidly Increasing Production



**Production is growing due to horizontal drilling and fracturing**

**North American production has grown at 9% over the past 2 years**

**~25 Tcf used in North America every year**

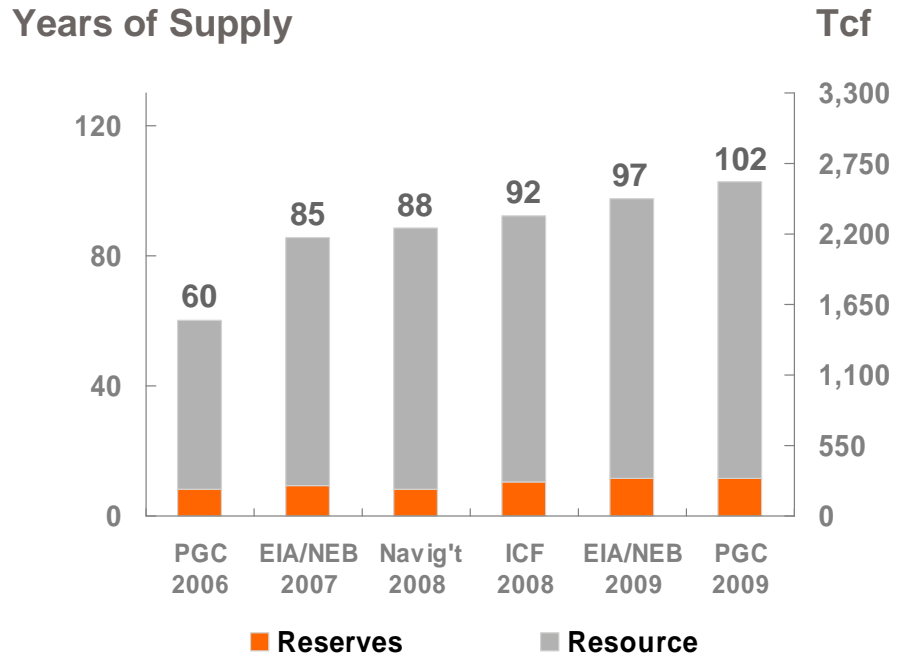
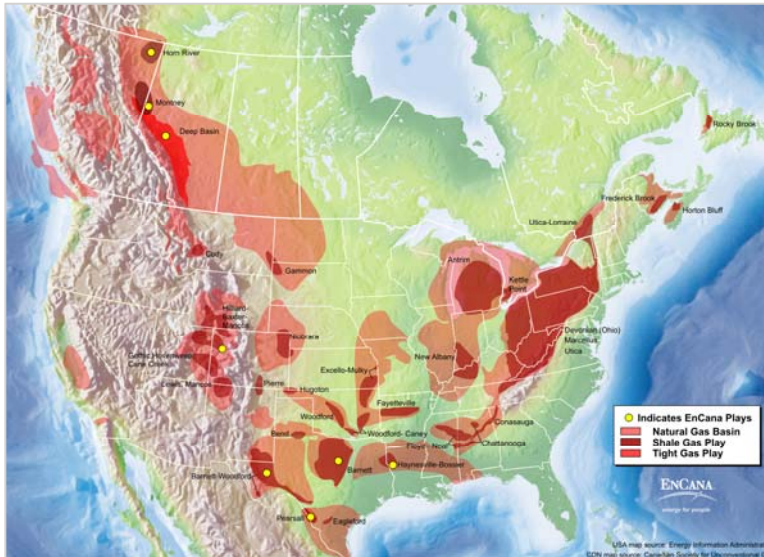


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Source: EIA & NEB historic data, EnCana forecasts, Kuuskraa & Schmoker, 1998

# North American Natural Gas Landscape

## Geographic Location of Shale Plays    Canada and U.S. Resource Estimates



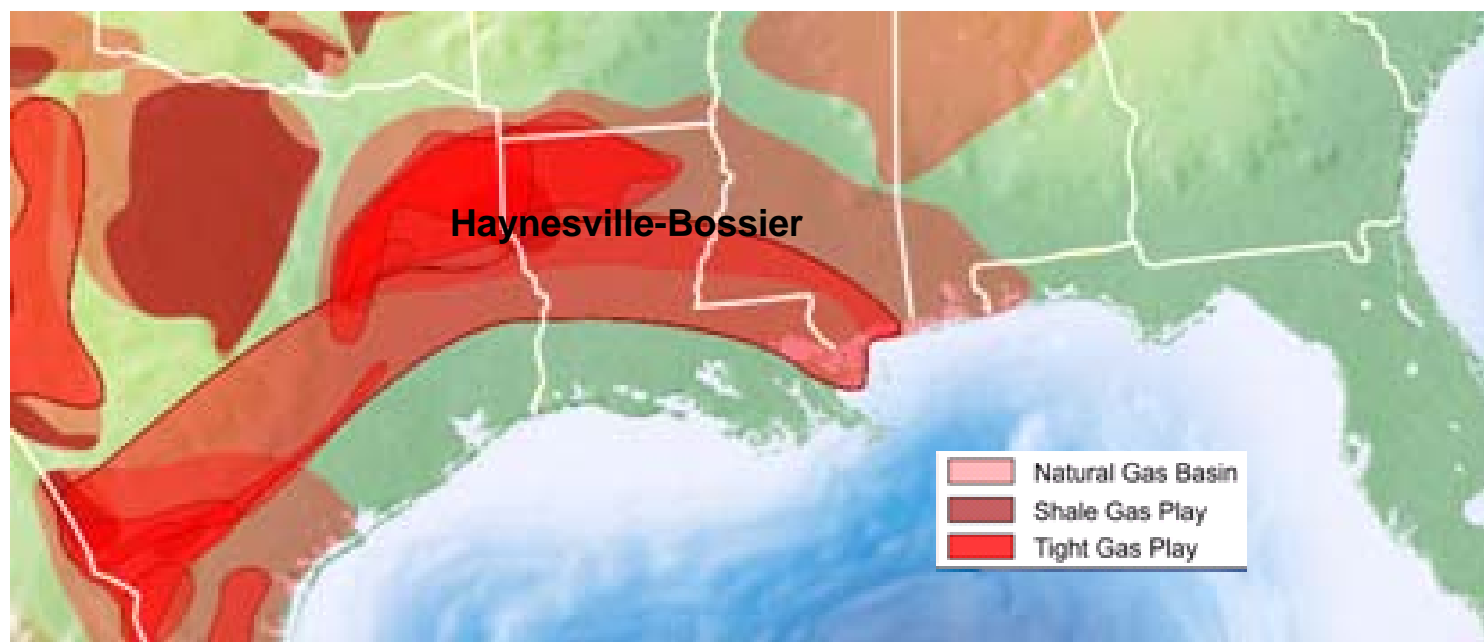
# ***Gas Shale Plays are an Industry Changing Breakthrough***

- 2,600 Tcf of Total Resource
- 100+ Year Supply at 70 Bcf/d
- 70+ Year Supply at 100 Bcf/d



# Louisiana Natural Gas Supply

## An Increasing Resource



- 2008 Proved Reserves: 11.5 Tcf

- 2008 Gas Production: 3.8 Bcf/d

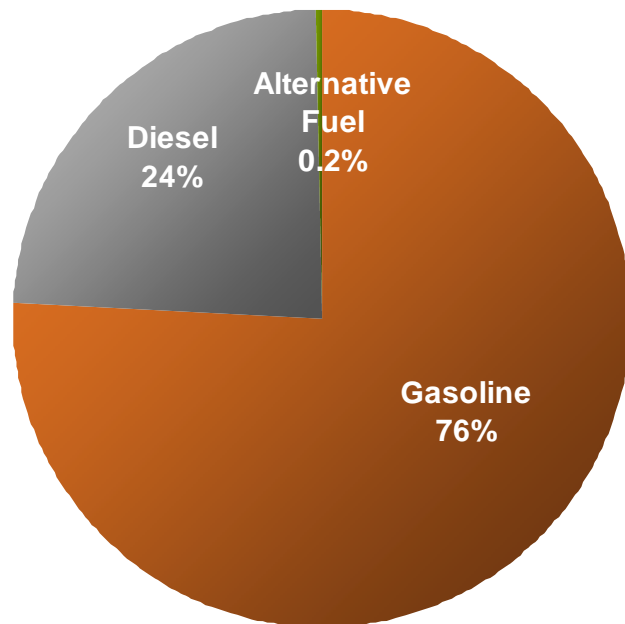
# Natural Gas for Transportation



# U.S. & Louisiana Transportation Fuel Portfolio

## 2007 Consumption

America & Louisiana rely on one primary fuel for transportation – Petroleum



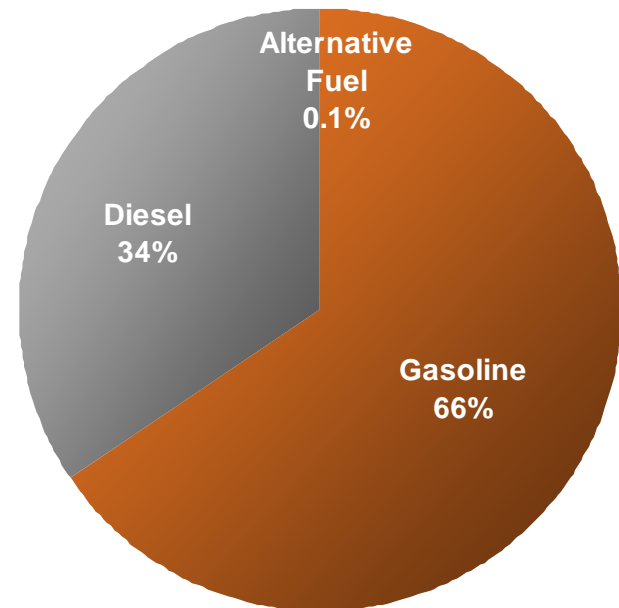
### U.S. Gasoline Gallon Equivalents

**Gasoline - 140,646,000,000**

**Diesel - 44,533,000,000**

**Alternative Fuels - 414,715,000**

Excludes oxygenates



### Louisiana Gallon Equivalents

**Gasoline – 2,163,000,000**

**Diesel – 1,134,000,000**

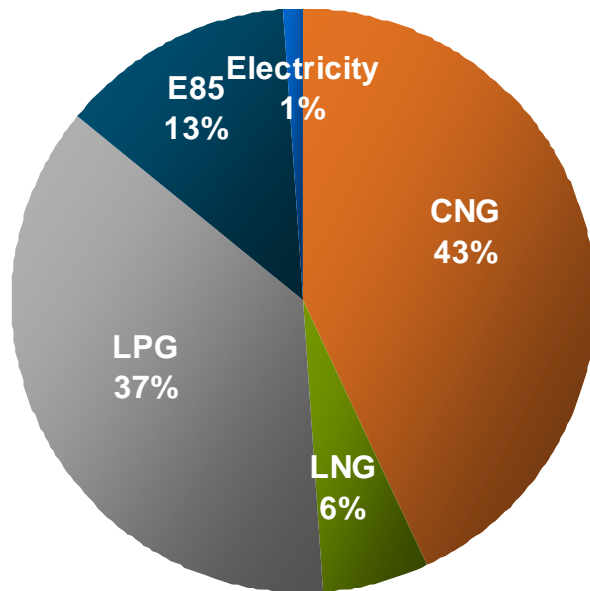
**Alternative Fuels – 1,921,000**



# U.S. & Louisiana Alternative Fuel Portfolio

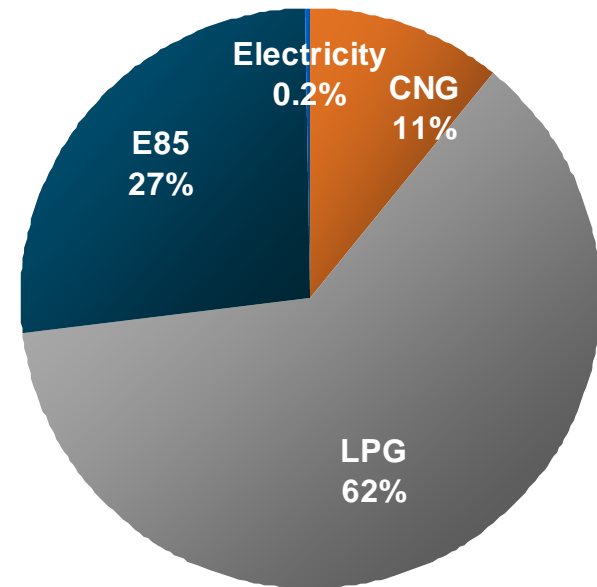
## 2007 Consumption

America and Louisiana's alternative fuel portfolio is dominated by natural gas products



**U.S. - 414,715,000  
gasoline gallon equivalents (gge)**

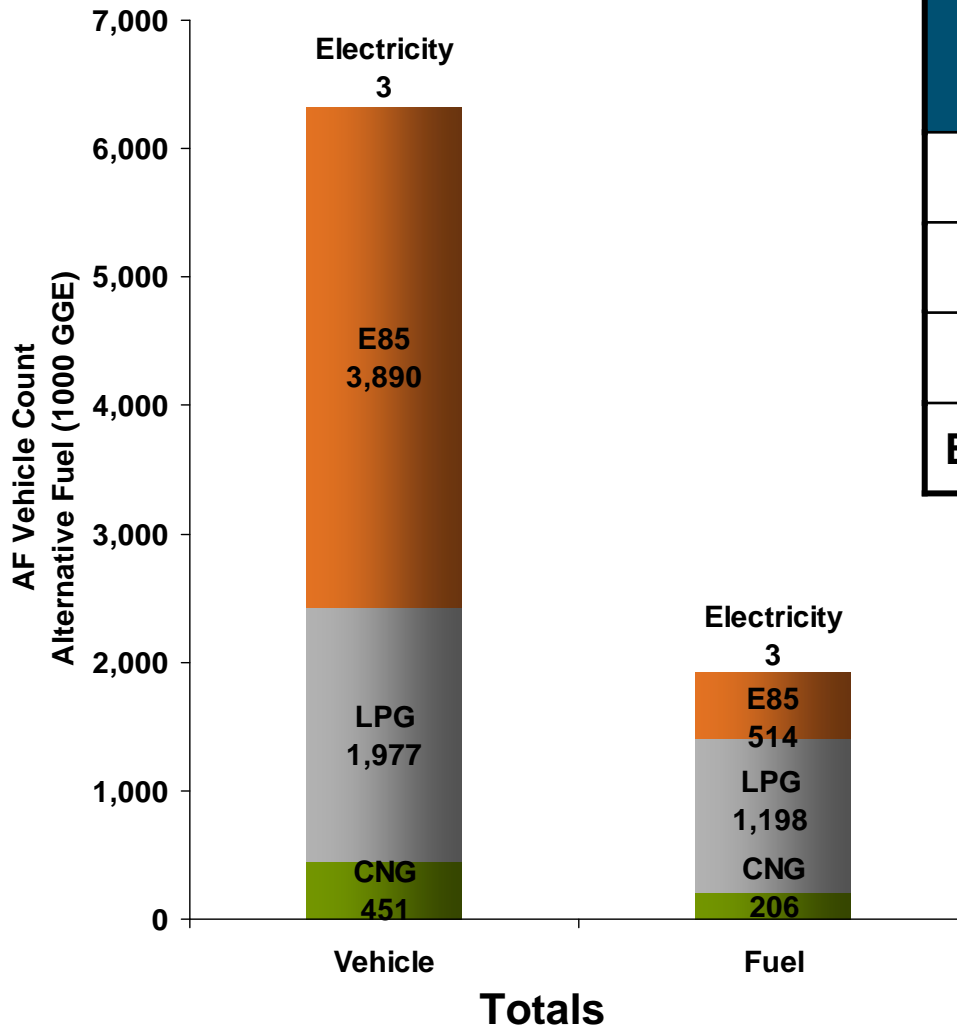
Excludes Biodiesel, estimate for 2007 not available



**Louisiana – 1,921,000  
gasoline gallon equivalents (gge)**

# Louisiana Alternative Portfolio

## 2007 Vehicles & Consumption



Fuel	Consumption (GGE/Vehicle)	Fuel Dispensed (GGE/Station)
E85	132	102,800
CNG	457	34,300
LPG	605	58,570
Electric		-

# Natural Gas Vehicles

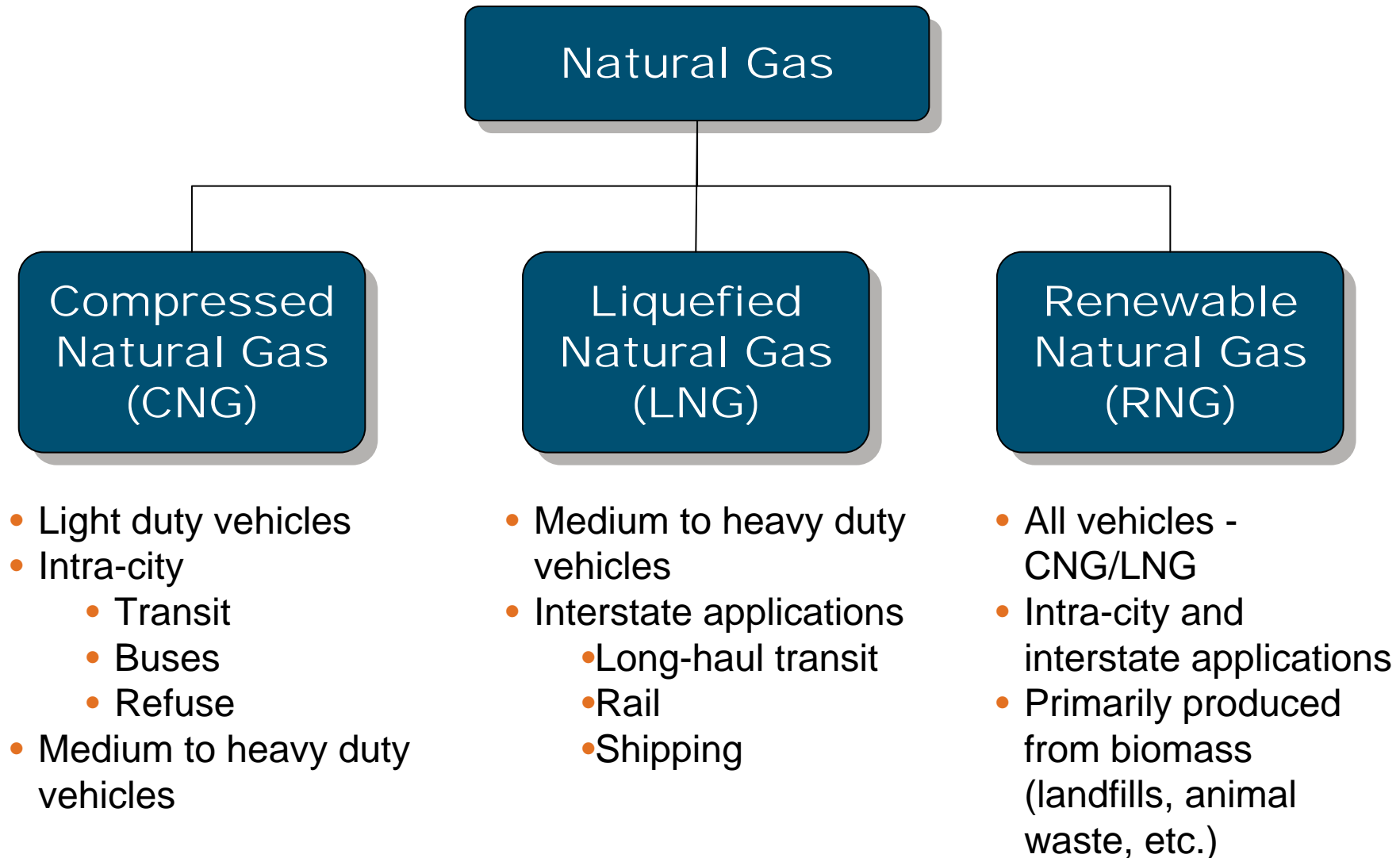
## How Do They Fit Into the New Energy Economy?

- Direct pathway to 2020 greenhouse gas emission reductions
- Significant opportunity for petroleum displacement
- Technology is ready now
- Alternative transportation fuels require refueling infrastructure investment
  - Job creation
  - Sustainable infrastructure
- Potential for EV/CNG hybrid





# Natural Gas – a Diverse and Flexible Fuel



# CNG and Safety

- Natural gas is very safe—lighter than air... dissipates when released
- High ignition temperature: 1,000°-1,100°F
  - Gasoline ignition temperature: 495°
  - Diesel ignition temperature: 410°
- Limited range of air/fuel combustion ratio (5-15%)
- Colorless, non-toxic substance
- Does not leak into groundwater
- Comprehensive fuel tank, vehicle and station design/manufacturing codes & standards



# Natural Gas Vehicles





# Natural Gas – Transportation Fuel of Choice

## Petroleum Fuel Displacement for Vehicles

- Freight Truck: 12,000 gallons/year
- Transit Bus: 12,000 gallons/year
- Garbage Truck: 9,000 gallons/year
- Airport Shuttle: 5,800- 7,200 gallons/year
- Taxi Cab: 5,000 gallons/year
- Delivery Truck: 4,500-5,500 gallons/year
- School Bus: 2,200- 2,800 gallons/year
- Light Duty Truck: 2,000 gallons/year
- Consumer Vehicle: 1,000 gallons/year



# CNG Refueling Station Types

- **Time-fill**

CNG is dispensed slowly directly to vehicles' onboard storage tank. Lower cost station investment. Best for fleets that return to central lot and sit idle overnight or for extended periods.

- **Fast-fill**

Similar to liquid fueling station, same fill rates and times. A MUST for public access. Also good for larger fleets where fueling turn-around time is short.

- **Combo-fill capability**

Comprises both time-fill and fast-fill. Often good for fleets that can fuel on time-fill but need occasional “top off”, also can provide public access during day

- **Combined CNG-LNG stations – LCNG**



Kraus CNG Dispenser

# LNG Refueling Station Types

- **Mobile**

- Typically a tank with dispensing/metering system on a truck or trailer

- **Portable**

- Complete station “in a box”
- Includes storage tank, dispensing, metering and containment

- **Custom**

- Large LNG bulk tanks
- Multiple traditional dispensers
- Ability to combine LNG & CNG (LCNG)



Chart Industries ORCA



Chart Industries IMS - 6000



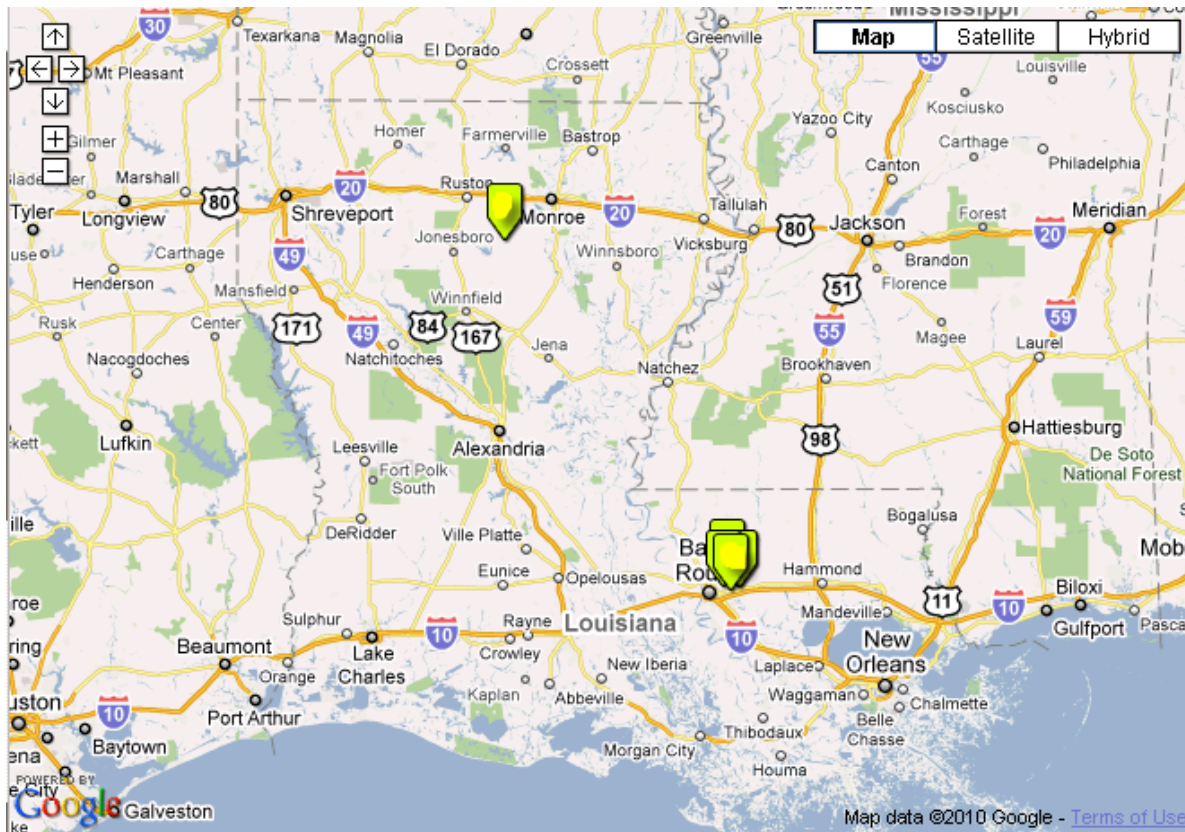
LCNG NexGen Station in California

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# Louisiana CNG Refueling Stations

6 Public Stations



# Federal Incentives

Alternative Fuel Incentive	Description	Start	Expiration	Duration (yrs)
Vehicles	<b>\$2,500 - \$32,000 based on GVW</b>	<b>12/21/2005</b>	<b>12/31/2010</b>	<b>5</b>
Infrastructure <sup>1</sup> /Home Refuel	<b>50% up to \$50,000 cap/ \$2,000</b>	<b>12/21/2005</b>	<b>12/31/2010</b>	<b>5</b>
Fuel Excise Tax Credit <sup>2</sup> CNG & LNG	<b>\$0.50 gge</b>	<b>10/1/2006</b>	<b>12/31/2009<sup>3</sup></b>	<b>3</b>

<sup>1</sup>Hydrogen refueling expires 1/1/2015

<sup>2</sup>Liquefied hydrogen expires 9/30/2014

<sup>3</sup>Currently in Federal Tax Extender Bill – extension to 12/31/2010

# Louisiana Incentives

Alternative Fuel Incentive	Description
Vehicles	50% tax credit
Infrastructure	50% of Cost - 2009
Additional Incentives	Green Jobs Tax Credit- \$1 million per project



# Proposed H.R. 1835: NAT GAS Act of 2009

## New Alternative Transportation to Give Americans Solutions

- Vehicle Purchase Income Tax Credit: Extends Income Tax Credit
- Dedicated NGVs qualify for 80% tax credit
- Bi-fuel vehicles qualify for a 50% tax credit
- Incremental cost caps for NGVs increase  
(Medium and Heavy Duty limits doubled to \$20,000, \$50,000 and \$80,000)
- Provides for Transferability of Credits
- Extends Alternative Fuels Excise tax Credit



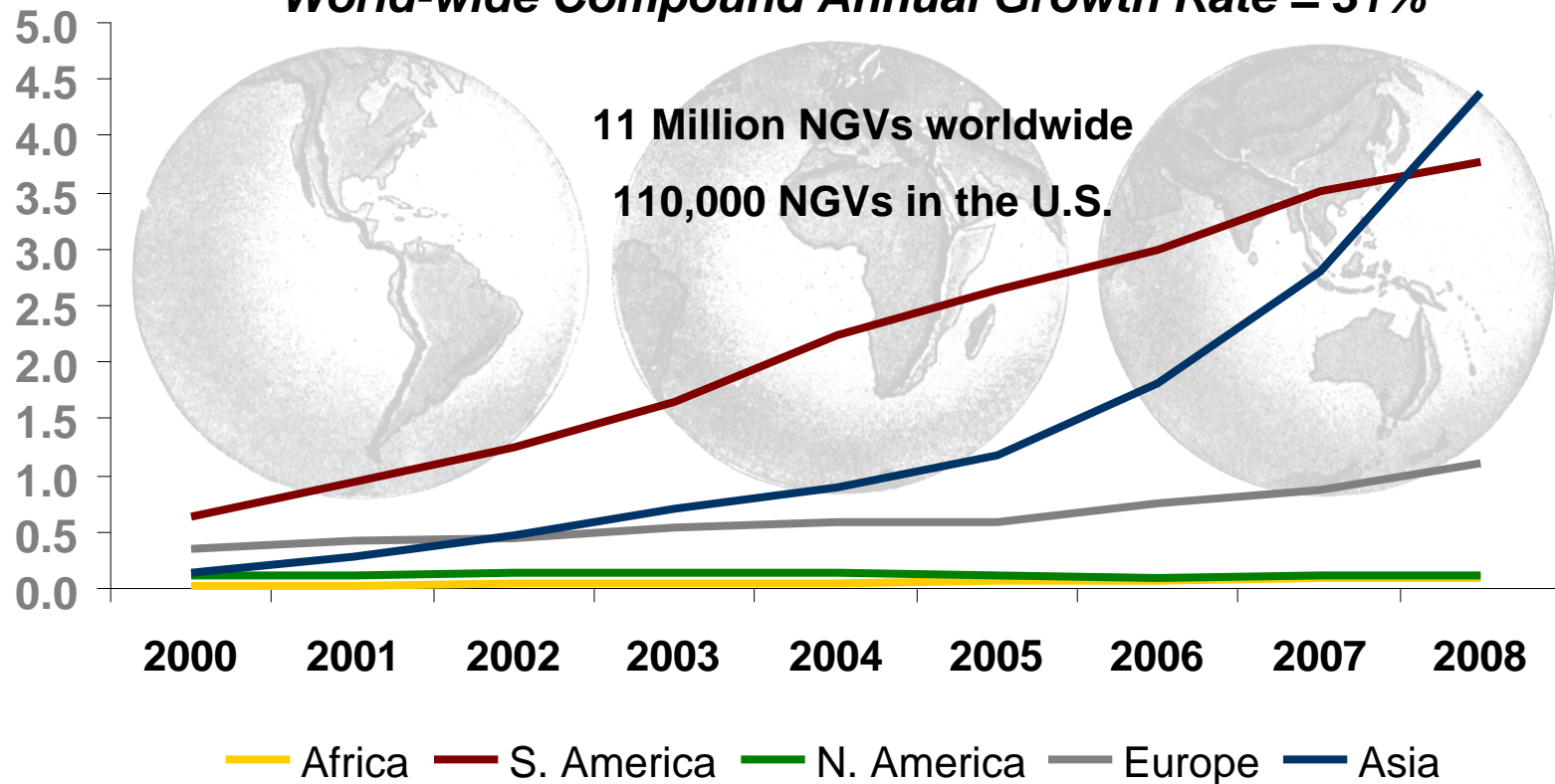
# Natural Gas Vehicle Growth by Continent

## North American Opportunity

### Natural Gas Vehicles (NGVs) by Continent

Natural Gas Vehicles (Millions)

**World-wide Compound Annual Growth Rate = 31%**



Source: International Association of Natural Gas Vehicles

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# Why Natural Gas Vehicles?

## Environmental



- Up to 25% Less CO<sub>2</sub> than gasoline/diesel equivalents
- Reduce Carbon Monoxide and emissions of particulates up to 90%

## Domestic Energy



- 86% of consumed natural gas produced domestically
- 100% of Liquefied Natural Gas (LNG) for transportation is produced domestically

## Economical



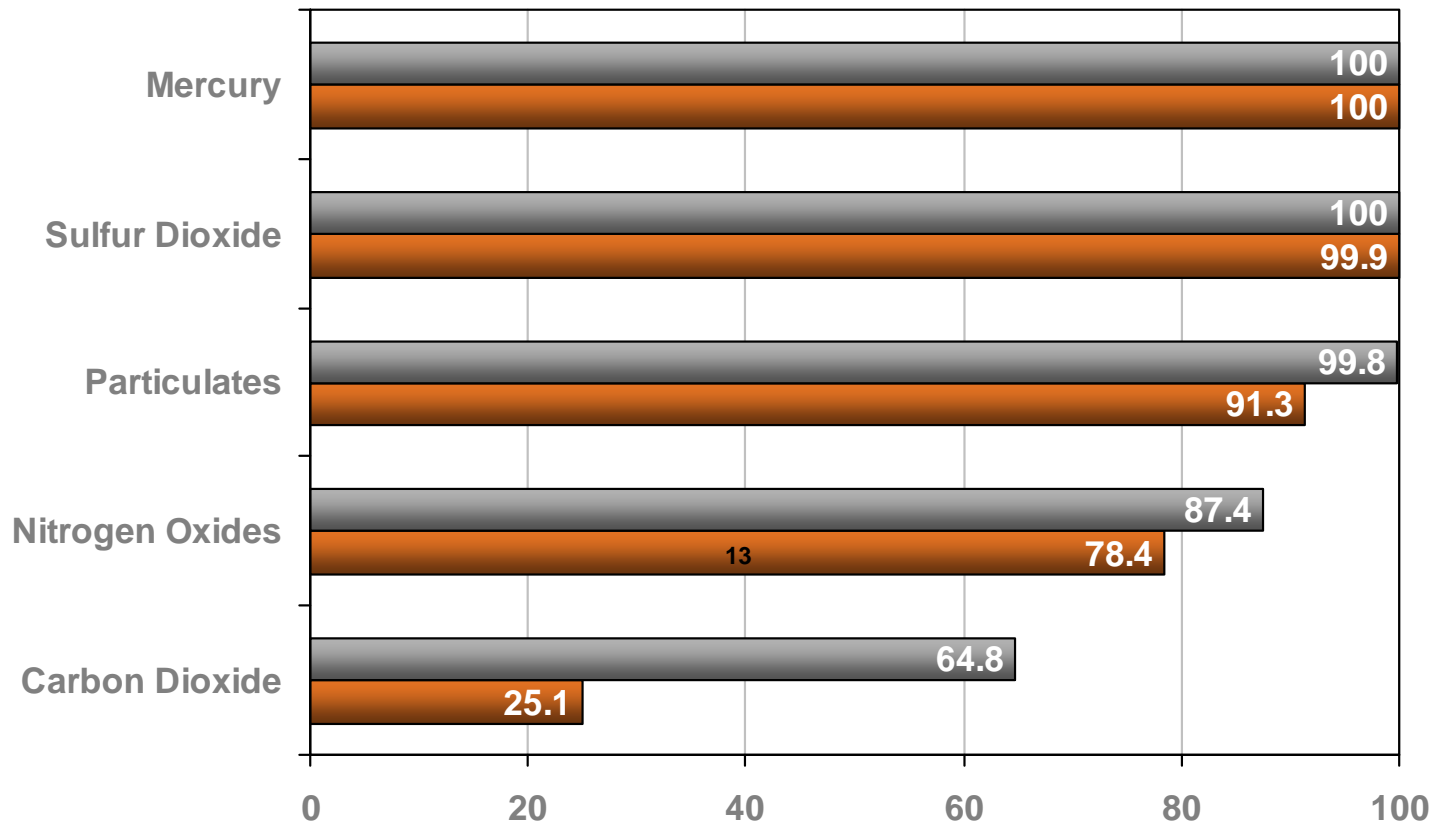
- Incentives and grants available for vehicles, infrastructure and fuel
- Significant fuel price differential as compared to gasoline or diesel

# Environmental and Economic Benefits



# Cleaner, Healthier Air

## Natural Gas Emission Reductions versus Gasoline, Coal



■ Displacing 1 kWh of coal-based electricity with natural gas

■ Displacing 1 Gasoline Gallon Equivalent (GGE) of vehicle fuel with natural gas




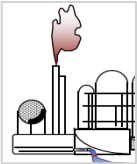

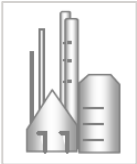


# Fuel Life Cycle Emissions

## Natural Gas Provides a Cleaner Solution

Natural Gas contributes to a significant reduction in harmful emissions

### California Well to Wheel Analysis

Comparison of GHG Emissions (gCO<sub>2</sub>e/MJ\*)

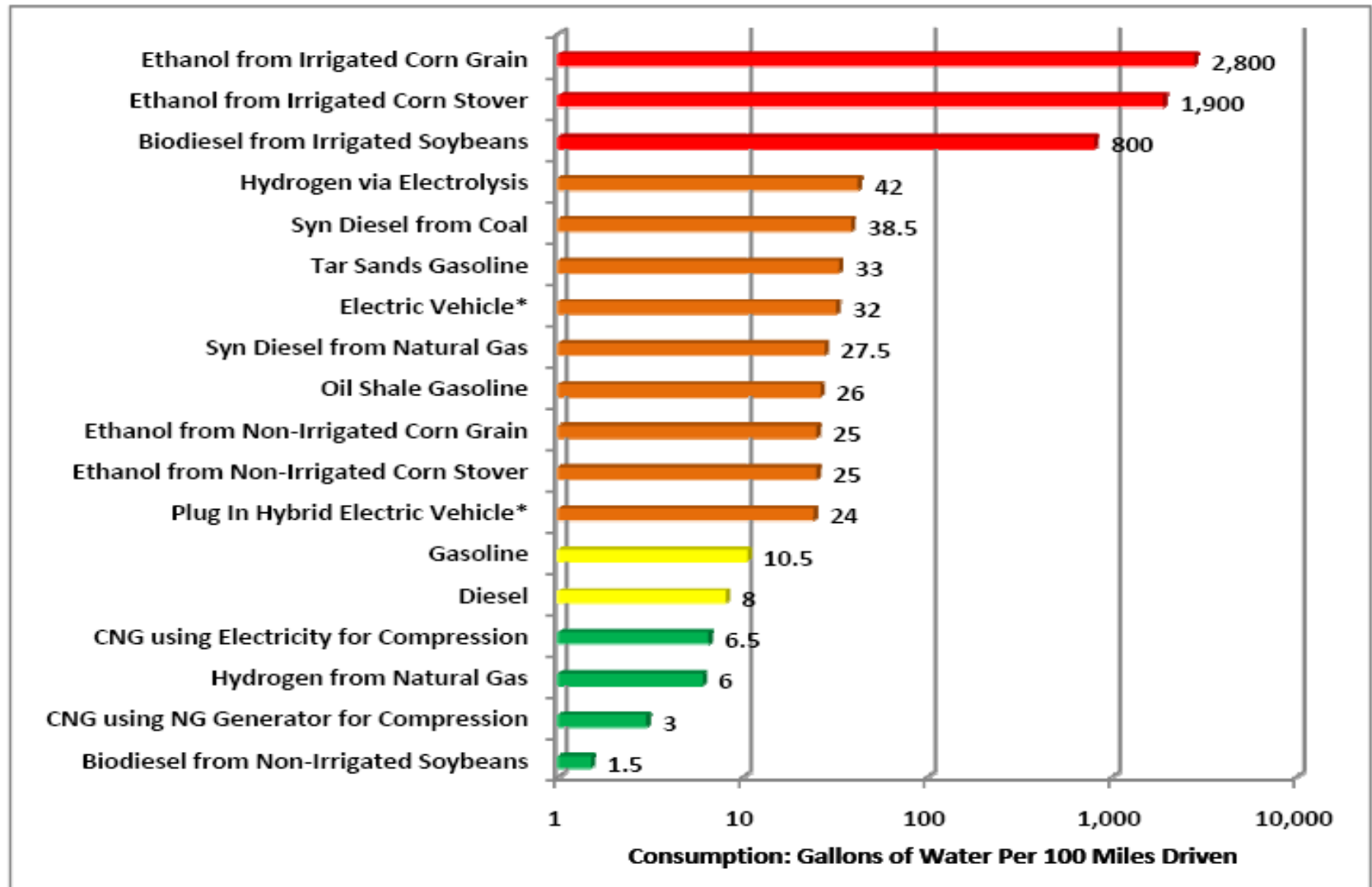
							
	Extraction/ Farming	Processing	Distribution	Production	Transport/ Distribution	Vehicle Combustion	Total Life Cycle
Natural Gas (CNG)	3.5	3.7	1.0	2.1	0.6	57.7	68.6
Natural Gas (LNG)	3.5	3.7	1.0	15.8	0.5	58.5	83.1
Corn Ethanol	5.8	31.4	2.3	48.8	2.6	-	90.9
Gasoline	6.9	13.8	1.1	-	0.4	72.9	95.0
Diesel	8.8	10.3	1.1	-	0.2	74.9	95.3
Electric	-	-	-	124.1	-	-	124.1

\*gCO<sub>2</sub>e/MJ- grams of Carbon Dioxide equivalent per megajoule

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Source: California Air Resources Board, 2008

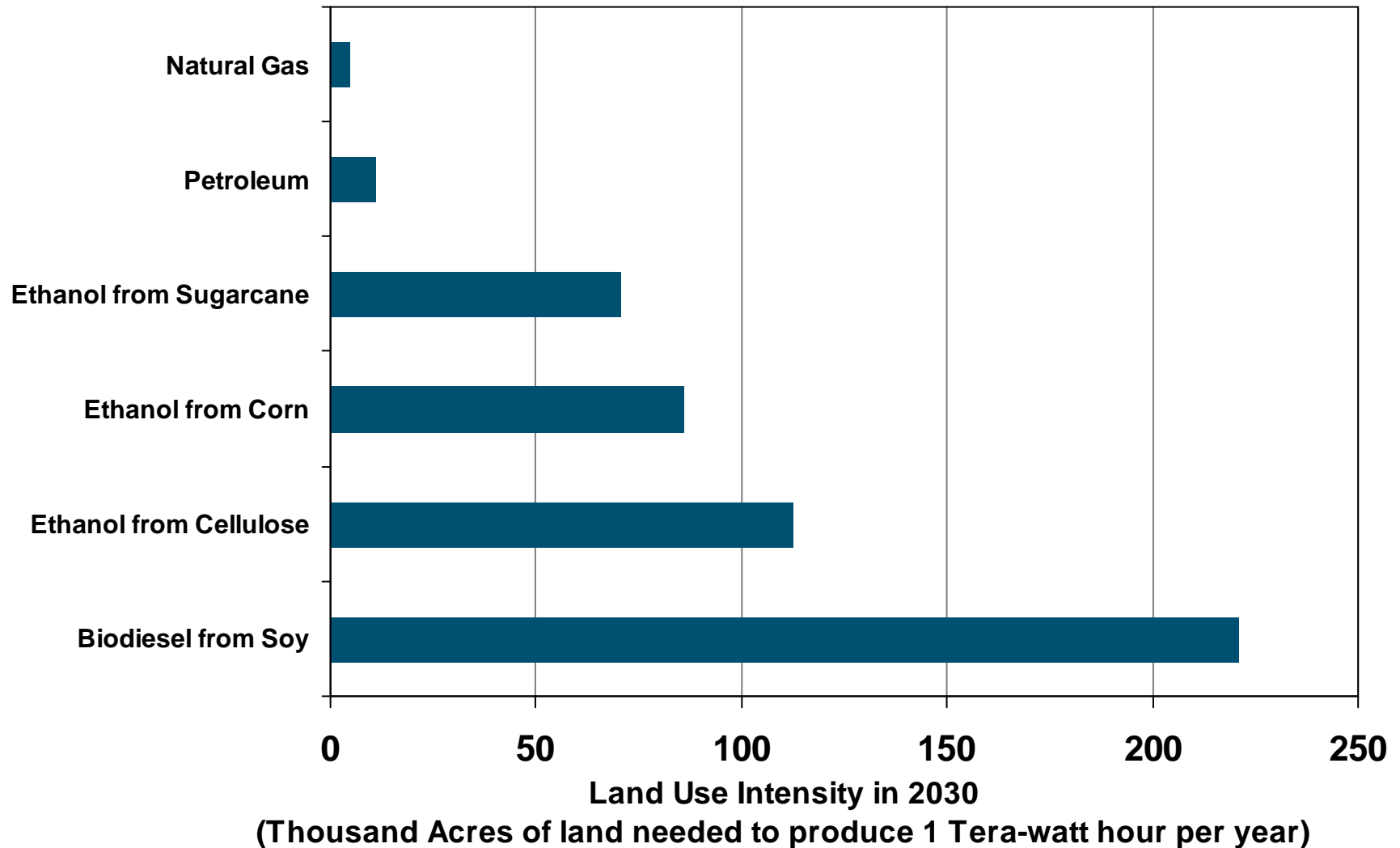
# Water Intensity of Transportation Fuels



Source: Adapted from King and Webber 2008a; \*Adapted from King and Webber 2008b

Source: Deep Shale Natural Gas: Abundant, Affordable, and Surprisingly Water Efficient, Mathew Mantell, 2009

# Land Intensity of Transportation Fuels



\*Colorado consumed 54 TWhrs of electricity in 2007

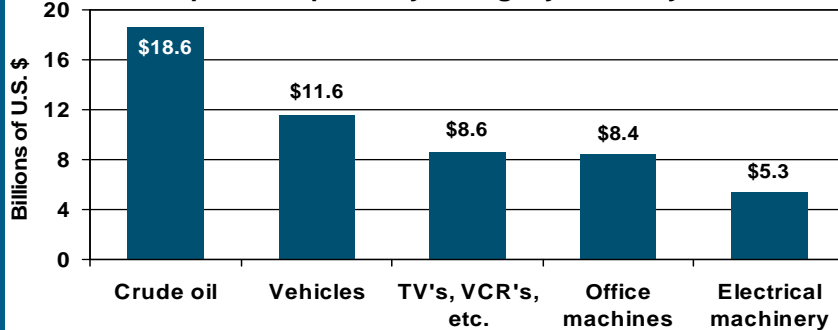
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Source: U.S. Nature Conservancy; "Energy Sprawl or Energy Efficiency: Climate Policy Impacts on Natural Habitat for the United States of America," Base Case estimates

# Crude Oil Imports into the U.S.

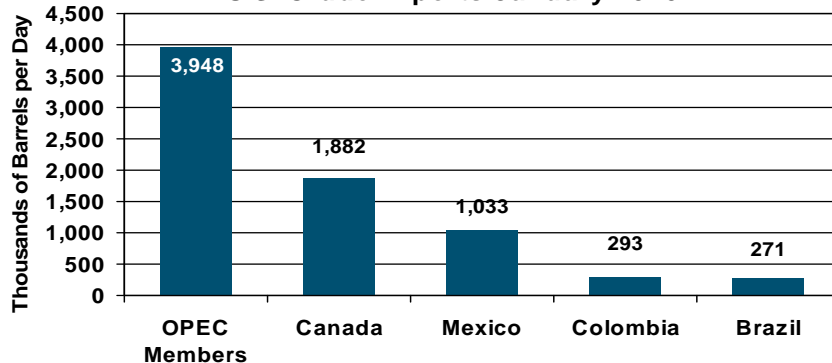
## Opportunities for Displacement

Top U.S. Imports by Category-January 2010



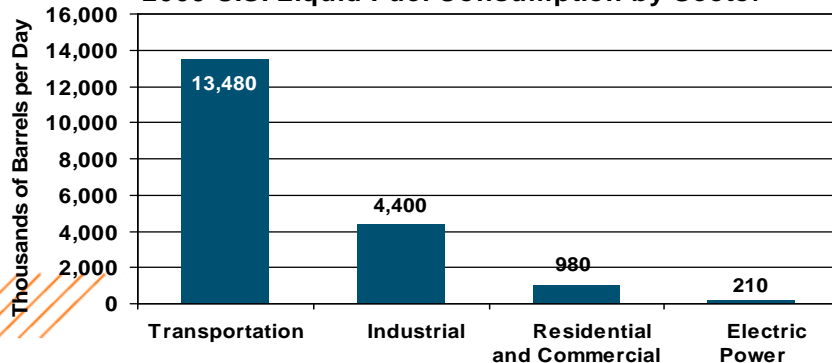
- Crude oil imports have historically led total U.S. imports of goods and services
  - Crude oil imports comprised nearly 15% of total imported goods in January 2010
  - Net crude imports accounted for half (49.6%) of the foreign trade deficit of \$37.1 billion for the month

U.S. Crude Imports-January 2010



- Imports from OPEC member countries were more than twice that of the next closest country

2009 U.S. Liquid Fuel Consumption by Sector



- The transportation sector presents the biggest opportunity for imported petroleum displacement



# Natural Gas for Transportation

## Economic Development: Sustained Growth

### Natural Gas Impact on the U.S. and Colorado Economy

	Colorado	US	Percent
<b>Employment</b>			
2008	137,726	2,828,314	4.9%
2007	120,664	2,692,499	4.4%
2006	97,837	2,419,542	4.0%
<b>Labor Income (billions)</b>			
2008	\$8.4	\$181.2	4.6%
2007	\$7.3	\$172.6	4.2%
2006	\$5.9	\$156.7	3.8%
<b>Value Added (billions)</b>			
2008	\$18.3	\$384.7	4.8%
2007	\$15.8	\$364.4	4.3%
2006	\$12.9	\$330.9	3.9%

# Natural Gas Challenges & Opportunities

## Challenges Still Remain

- Expanded Infrastructure Build-Out
- OEM Vehicle Provider Market Must be Increased
- Government Incentives and Optimal Alignment with Fleet Industry

## Large Abundance of Natural Gas Enables Transportation Transformation

- Natural Gas as Preferred Fuel for Vehicles
  - Clean, Price Competitive, Health Benefits
  - Addresses Emission Targets
- Creation of Natural Gas Highways
  - New Industry Creates Jobs, Economic Growth, Government Revenue



# Powered by Natural Gas!

## Transportation Sector Awards

### 'Greenest Cars' in the U.S. and Europe

Named Greenest Vehicle for  
seven straight years



Named Greenest Vehicle for first  
year introduced (2009)



Honda Civic GX	Volkswagen Passat EcoFuel
1.8 liter engine	1.4 liter engine
240 mile range	310 mile range
30 miles per gallon	38 miles per gallon

# Backup





# Qualified Alternative Fuel Motor Vehicle Tax Credit

**Qualified Alternative Fuel Motor Vehicle Tax Credit is set to expire 12/31/10.**

Gross Vehicle Weight Rating	Incremental Cost Cap (ICC)	50% Credit at ICC	80% Credit at ICC
Less than 8500 lbs.	\$5,000	\$2,500	\$4,000
8501 to 14,000 lbs	\$10,000	\$5,000	\$8,000
14,001 to 26,000 lbs.	\$25,000	\$12,500	\$20,000
More than 26,000	\$40,000	\$20,000	\$32,000

## Examples

- OEM -Honda Civic GX (CARB SULEV certified) qualifies for a \$4000 credit
- SVM -Chevy /Ford 2500 Series pick-ups (CARB SULEV certified) -\$8000 credit
- M/HDV Cutaway shuttle or delivery step-van -\$20,000 credit
- HD trucks with ESI Phoenix or CWI ISL-G engine (CARB certified) -\$32,000 credit

# Refueling Infrastructure Cost\*

Type	Rate/Size	Cost Range	Application
Time Fill - CNG	0.25 gge/hr	\$4,500 - \$5,500	Home
Time Fill - CNG	1.0 gge/hr	\$9,000 – \$12,000	Home
Time Fill - CNG	10.0 gge/hr	\$14,000 – \$50,000	Office
Time Fill - CNG	50-200 gge/hr	\$250,000 – 500,000	Return to base
Fast Fill - CNG	100-200 gge/hr	\$500,000 - \$850,000	Fleet
Fast Fill - CNG	200-300 gge/hr	\$800,000 - \$1,500,000	Public
Fast Fill - CNG	400-600 gge/hr	\$1,250,000 - \$3,200,00	Public/Fleet

**\*Illustrative Purposes Only** – exact costs are dependent on gas quality, inlet pressure, land costs, location, civil engineering, onsite natural gas storage, backup requirements, etc. – How much fuel needed in what period of time?

# Vehicle Types

Weight Class	Minimum GVWR (lbs)	Maximum GVWR (lbs)	VIUS * Category	Common Category
Class 1		6,000	Light-duty	Light Duty
Class 2	6,001	10,000	Light-duty	Light Duty
Class 3	10,001	14,000	Medium-duty	Light Duty
Class 4	14,001	16,000	Medium-duty	Medium Duty
Class 5	16,001	19,500	Medium-duty	Medium Duty
Class 6	19,501	26,000	Light-heavy	Medium Duty
Class 7	26,001	33,000	Heavy-heavy	Heavy Duty
Class 8	33,001		Heavy-heavy	Heavy Duty

\* VIUS: U.S. DOT Vehicle Inventory and Use Survey

Gross Vehicle Weight Rating (GVWR) is the maximum number that the GVW or GTW should never exceed.

## Vehicles >14,000 Pounds GVW



Engine Size	Company
6.8L V-10	BAF Technologies.
6.0L HD	Baytech Corporation
7.6L NG Phoenix	Emission Solutions Inc.
8.1L	Baytech Corporation
8.9L ISL G	Cummins Westport Inc.
11L GK12	Doosan Infracore America
15L GX	Westport Innovations

# Light Duty Vehicles



Cars / SUVs/Vans	Dedicated	Bi-Fuel	Years
Honda Civic GX*	X		06-10
Chevy Impala	X	X	08-10
Ford Focus	X	X	08-09
Ford Fusion	X	X	09
Ford Crown Victoria	X		07-09
Lincoln Town Car	X		07-09
Mercury Grand Marquis	X		07-09
Mercury Milan	X	X	09
Chevy Tahoe		X	09
Chevy Suburban		X	09
Ford Expedition	X		08-09-10
Chevy Avalanche		X	09
Lincoln Navigator	X		08-09-10
Chevy Express G1500/2500/3500 Vans	X	X	09
GMC Savana G1500/2500/3500 Vans	X	X	09
Ford F/E-150/250/350 Vans & Trucks	X		08-09-10

Partial Listing: for additional vehicles, see <http://www.ngvc.org/pdfs/marketplace/MP.Analyses.NGVs-a.pdf>

[www.encana.com](http://www.encana.com)



# Medium Duty Vehicles



Trucks	Dedicated	Bi-Fuel	Years
Chevy Express Cutaway G3500	X	X	09-10
Chevy Express Cutaway G4500	X		09-10
Chevy Cab-Over Chassis W3500	X	X	08-10
GMC Savana Cutaway G3500	X	X	09-10
GMC Savana Cutaway G4500	X		09-10
GMC Cab-Over Chassis W3500	X	X	08-09
GMC Workhorse W42 Step Van	X	X	09-10
Ford E-450 Cutaway	X	X	09-10
Isuzu NRP Cab-Over Chassis	X	X	08-10

# Class 8 Tractor Conversion

## Two Year Payback



Illustrative Purposes Only	Diesel	LNG
OEM Class 8 LNG Tractor <sup>1</sup>	-	\$70,000
Federal Tax Credit <sup>2</sup>		(\$28,000)
Colorado State Credit <sup>3</sup>		-
Yearly Mileage (estimate)	80,000	80,000
Fuel Cost per DGE	\$2.90	\$1.80
Gallons of Fuel/Year at 4 mpg	20,000	20,000
Yearly Fuel Cost	\$58,000	\$36,000
Yearly Fuel Savings	-	\$22,000
Simple Payback (yrs)		1.91

<sup>1</sup> T800 with Westport HPDI GX LNG engine

<sup>2</sup> Federal tax credit for dedicated conversion, dual fuel, >26,000 lb GVW

<sup>3</sup> No State tax credit for HD vehicles

# Utility Truck Conversion

## Four Year Payback



Illustrative Purposes Only	Diesel	CNG
After Market Dedicated Conversion Cost <sup>1</sup>	-	\$52,000
Federal Tax Credit <sup>2</sup>		\$32,000
Colorado State Credit <sup>3</sup>		
Yearly Mileage (estimate)	20,000	20,000
Fuel Cost per DGE	\$2.80	\$1.80
Gallons of Fuel/Year at 4 mpg	5,000	5,000
Yearly Fuel Cost	\$14,000	\$9,000
Yearly Fuel Savings	-	\$5,000
Simple Payback (yrs)		4

<sup>1</sup> Freightliner M2 with Cummins Westport ISL-G

<sup>2</sup> Federal tax credit for dedicated conversion >26,000 lb GVW

<sup>3</sup> No State tax credit for HD vehicles

# Fleet Cargo Van



Illustrative Purposes Only	Gasoline	CNG
After Market Dedicated Conversion Cost <sup>1</sup>	-	\$16,000
Federal Tax Credit <sup>2</sup>		(\$8,000)
Colorado State Credit <sup>3</sup>		(\$8,000)
Yearly Mileage (estimate)	35,000	35,000
Fuel Cost per GGE	\$2.60	\$1.60
Gallons of Fuel/Year at 13 mpg	2,692	2,692
Yearly Fuel Cost	\$7,000	\$4,308
Yearly Fuel Savings	-	\$2,692
Simple Payback (yrs)		-

<sup>1</sup> Ford E350 Cargo van, dedicated conversion

<sup>2</sup> Federal tax credit for dedicated conversion

<sup>3</sup> Assumes 75% of incremental cost as state tax credit, state + Federal cannot exceed total, assumes own vs. lease

# Fleet Pickup Truck



Illustrative Purposes Only	Gasoline	CNG
After Market Bi-Fuel Conversion Cost <sup>1</sup>	-	12,500
Federal Tax Credit <sup>2</sup>		-
Colorado State Credit <sup>3</sup>		(\$9,375)
Yearly Mileage (estimate)	25,000	25,000
Fuel Cost per GGE	\$2.40	\$1.50
Gallons of Fuel/Year at 12 mpg	2,083	2,083
Yearly Fuel Cost	\$4,999	\$3,125
Yearly Fuel Savings	-	\$1,874
Simple Payback (yrs)		1.67

<sup>1</sup> Ford F250 or Chevy/GMC 2500 FWD pickup truck with bi-fuel conversion, 20 gge tank

<sup>2</sup> No federal tax credit currently for Bi-Fuel Alternative Fuel Vehicles

<sup>3</sup> Assumes 75% of incremental cost as state tax credit, assumes own vs. lease